THE KINGS

Of the commercial world are all striving to be the most popular. In making a bid for popularity

Atwood's Syrup of White Pine With Tar

HAS NO EQUAL.

(for coughs and colds.) 25c and 50c bottles.

Lee's Pharmacy

Corner Second Ave. and Columbia St.

only one way, according to Sir Thomas Lipton's idea, that is, by sticking to the old order of things. He said to a representative of the Associated Press:

"I premer Sandy Hook. I do not think that there is a better course in the world. I have never made any objection to it, in fact I have always spoken of it in the highest terms.

"No doubt the races last year were prolonged, owing to there not being sufficient wind to finish within the time limit. But it is my opinion that with sufficient wind there could not be a better or fairer course, and, personally, I feel that there will be more glory in fighting the battle on the old historical course, where we have so often been defeated. Anyhow, there has always been sufficient breeze for the American boats to win at Sandy Hook, and had the Shamrock been a speedier boat, the same wind would have brought her in first. Were I to go over a new course, I could not have worse luck, so far as results go, than I had at Sandy Hook, and the Americans could not have better luck than they got there. These are my personal views. The members of the New York Yacht club are certainly the best judges, and I am quite willing to abide by their decision."

Lipton Pork Deal.

When questioned regarding the cable report that the Chicago packers were getting their revenge for the Lipton pork deal by squeezing him, Sir Thomas said:

"There is no truth in it. My pork business is progressing quite satisfactorily. Moreover, the Chicago dealers are much too good friends of mine to attempt to take 'revenge.' That word is used unjustly, for I have done nothing for which 'revenge' is needed."

Alfred Harmsworth and his wife will sail for America in December. It has been freely said here that his mission is to start a Daily Mail in New York, being convinced that a large amount of money can be made out of such a paper there. The report, however, is unfounded. Mr. Harmsworth is going across the Atlantic for a holiday. He will spend most of his time fishing, in California.

The British specials giving descriptions of the Morgan-Satterlee wedding are almost entirely devoted to its pecuniary features, giving the impression that it was a repetition of the Bradley-Martin ball. As a natural result the London papers indulge in such comment as this from the Westminster Gazette:

"The reputation of Americans of a certain type for vulgar ostentation seems to have been exceedingly well-sustained at the wedding," and so on, in a similar strain.

Society Gossip.

Another curious piece of information upon American matters is contained in the London Daily Telegraph's description of society women and London, in which it gravely asserted that "when an American has made a fortune he finds it almost impossible to live quietly in his own country. The chief attraction is England, where Americans can escape the newspapers."

This is the chief reason, according to the Daily Telegraph, why the American colony in London increases, though it admits that many love to come here for the sake of the country alone, and "because it makes them feel like being on a visit to their grandmother's home, where everything is dignified, proper and nice."

The Duke and Duchess of York's forthcoming visit to Australia is quite likely to be finished with a trip through Canada. Additional excursions will be made in the United States.

Another royal rumor is the engagement of Prince George, of Greece who is now here, to one of the English princesses, to which the queen is said to have given her approval.

INDUSTRIAL COMMISSION.

Mr. Lloyd's Affidavit as to Standard Oil Made Public.

WASHINGTON, Nov. 17.—The industrial commission today made public an affidavit made by Henry D. Lloyd, author of "Wealth Against Commonwealth," in response to charges made by John D. Archibold, of the Standard Oil Company, in his testimony before the commission.

In his testimony Mr. Archibold commented upon the character of the book and the motives of its author, saying it was one-sided and unreliable, and intimating that Mr. Lloyd has been paid to make something out of the oil company through the prosecution of the Rice case against the company.

All these charges are denied by Mr. Lloyd, who says the statements by him are based entirely upon official and court records. He charges direct conection between the Standard Oil Company and the Old South Improvement Company of Pennsylvania, and says occurrences since the publication of his book indicate the continuance to the Standard company within recent times of railroad favors made to the improvement company. In this conection he refers to the testimony taken by the interstate commerce commission, Boston, in 1898, as going to show that the Boston & Albany railroad is "under billing cars of the oil trust to such an extent that in some cases half of such shipments in Massachusetts went free."

Mr. Lloyd also says: "The evidence taken in the investigation in the early part of 1900 by the Canadian parliamentary commission, if correctly reported, seems to indicate that the Old South Improvement Company system, substantially has been extended by the Canadian railroads to the oil trust and that those railroads have been putting the price of transportation down for the favored customers and up for the others, just as the supreme court of Ohio found the railroads of that state doing for the same organization in 1886."

EXCEEDED BUT ONCE.

Collection of Internal Revenue for the Year 1900.

WASHINGTON, Nov. 17.—The annual report of the commissioner of internal revenue for the fiscal year ended June 30, 1900, shows a collection exceeded but once in the history of the bureau. The receipts were $293,316,107, being $16,316,107 in excess of the estimated amount and $21,831,834 more than during the previous year. The percentage of cost of collection was 1.58 as against 1.68 for the last year, being the smallest in the history of the internal revenue service.

Commissioner Wilson estimates that the receipts from all sources of internal revenue for the current fiscal year will approximate $295,000,000.

Subig Bay Station.

WASHINGTON, Nov. 17.—The navy department announces that the Brooklyn has left Manila for Olongapo, on Subig bay, where Admiral Remey will receive from Gen. MacArthur the custody and control of the navy station situated on Subig bay.

MOST POWERFUL IN WORLD.

WARSHIPS FOR AMERICAN NAVY PROVIDED BY CONGRESS.

Will Carry the Heaviest Armor and Most Powerful Armament for Vessels of Their Class—Dimensions of the New War Vessels.

Special Dispatch to the Post-Intelligencer.

WASHINGTON, Nov. 17.—When congress, in March, 1899, appropriated money for three sea-going coast-line battleships, carrying the heaviest armor and most powerful armament for vessels of their class, it was evidently their intention to provide for vessels more powerful than those of any other nation in the world. The unfortunate provision by which the contracting for the vessels was made subject to an agreement as to the price of armor, while it delayed the work in connection with these important vessels, served one good purpose in making it possible to combine with those appropriated for by the Fifty-fifth congress the two provided for by the act of June 7, 1900.

The bureau of construction and repair, in the designs for these five vessels, has fully carried out the evident purpose of congress, and the designs now approaching completion in that bureau represent five of the most powerful battleships which have ever been projected.

The vessels appropriated for in 1899 are required to be sheathed and coppered, whereas those of the later appropriation have been held by the navy department not to be covered by the provision as to sheathing, and the bureau of construction and repair has, therefore, designed two classes of vessels, one sheathed and the other not sheathed.

The designs have been further complicated by the decision of the board of construction to fit three of the vessels with the superimposed turret, similar to the Kearsarge and Kentucky, and to provide the other two vessels with what has been designated the "quadrilateral arrangement" of the 8-inch guns of the main battery. The provisions of the acts for the five vessels have, therefore been covered by designs, prepared in the bureau of construction and repair, for three sheathed and coppered battleships carrying superimposed turrets and two unsheathed battleships with the "quadrilateral arrangement" of 8-inch turrets.

Dimensions of Vessels.

The general dimensions and chief characteristics of the sheathed and coppered vessels are:

Length on load water line, 435 feet.
Breadth, extreme, at load water line, 76 feet 10 inches.
Trial displacement, about 15,000 tons.
Mean draft at trial displacement, about 24 feet.
Greatest draft, full load, about 26 feet.

The general dimensions of the unsheathed vessels are:

Length on load water line, 435 feet.
Breadth, extreme, at load water line, 76 feet 2½ inches.
Trial displacement, about 14,600 tons.
Mean draft at trial displacement, about 24 feet.
Greatest draft, full load, about 26 feet.

In the 15,000 tons represented in each of these vessels, the many antagonistic qualities essential to a perfect fighting machine have been compromised and incorporated in proportions which experience seems to have pointed out as the most desirable and efficient. To begin with, these battleships will have a speed of at least 19 knots, which compares most favorably with any battleships under construction abroad, as well as with any in the projected stage. As all of the vessels previously designed by the bureau of construction and repair have shown material excess of speed over that called for, it may be expected that this figure will be exceeded by from a quarter to a half knot.

The vessels will be propelled at this high speed by twin screws, driven by two four-cylinder, triple-expansion engines of about 19,000 indicated horse power, having a stroke of four feet, running under conditions of maximum speed at about 120 revolutions per minute. The steam necessary to this power will be supplied at a pressure of 250 pounds per square inch by twenty-four Babcock & Wilcox straight water tube boilers, placed four in each of six independent watertight compartments.

Formidable Armament.

Each ship will carry four 12-inch guns, forty calibers in length, mounted in pairs in Hichborn balanced turrets, having an arc of train of 270 degrees, one forward and one aft in each vessel. Of the eight 8-inch guns, forty-five calibers in length, which will be carried on each, in the three sheathed vessels, four will be mounted in turrets of the Hichborn type, superimposed upon the 12-inch turrets above mentioned, and four in two turrets amidships, the amidships turrets having an arc of train of 180 degrees; and in the two unsheathed vessels, all eight 8-inch guns will be mounted in four independent turrets, each having an arc of train of 145 degrees, placed two on each side at the ends of the superstructure, thus forming a quadrilateral. In each vessel there will be a broadside of twelve 6-inch rapid-fire guns, fifty calibers in length, mounted six on each side on the main deck, each with an arc of train of 110 degrees, and each will also have twelve 14-pounders and twelve 3-pounders, mounted in commanding positions and having very large arcs of fire. In the two lower tops there will be four automatic 1-pounders, and the upper tops, four single-shot 1-pounders.

Experience having shown that above-water torpedo tubes are not only inefficient weapons, but a menace to their possessors, the vessels are fitted only with submarine torpedo tubes. Two of these are located in one compartment, one on each side, fitted for the discharge of the large 18-inch Whitehead torpedo, and provision is made for carrying stored in the torpedo room six of these formidable engines of war.

Provision of Magazines.

The magazines of the vessels will be specially fitted to enable them to carry with absolute safety in all climates the new smokeless powder, and with this end in view provision is being made for their artificial cooling by pipes led from the cold storage system of the vessel in such cases as may be necessary. Provision will be made in the magazines for the stowage of at least sixty rounds for each of the 12-inch guns, representing a weight of about 144 tons; 125 rounds for each of the 8-inch guns, weighing about 180 tons; 200 rounds for each of the 6-inch guns, the weight of which will be about 190 tons; 500 rounds for each of the 3-pounder and 1-pounder guns, and an almost inexhaustible supply of ammunition for the smaller guns.

So much for the vessels' offensive qualities. To make their defensive qualities proportionately great, they are to be provided with a complete water-line belt of armor, eight feet in width amidships, eleven inches thick at the top and eight inches at the bottom, tapering to a uniform thickness of four inches at the ends of the vessel. They will also have an armored belt extending over 245 feet of their length, of a uniform thickness of six inches, rising from the top of the main belt to the upper or main deck, and joined at its after end to the barbette of the 12 inch turret by a 6-inch armored bulkhead, and having at its forward end an inclined armored bulkhead from side to side six inches thick, thus forming a citadel or redoubt within which the 6-inch guns will be mounted. The barbettes for the turrets of the 12-inch guns are to be ten inches in thickness for that portion outside of the redoubt or citadel, reduced to six inches in thickness within.

The turrets themselves will be protected by armor ten inches in thickness, the port plates, however, being eleven inches. The 8-inch turrets will in all cases, whether superposed or independent, be protected by six inches of armor, with six and a half inch port plates, and their barbettes protected by similar armor.

The conning tower and its shield will be nine inches in thickness, and the armored tubes will be protected by six inches of armor and will be of sufficient size not only to receive all the voice-pipes, wiring, etc., but to also permit of their being used as a passageway if necessary. In addition to the conning tower, there will be, aft, a second tower, known as the signal tower, which will be protected by five-inch armor.

From the bottom of the water-line armor belt there will rise a curved turtle-backed nickel-steel protective deck one and one-half inches thick on the flat and three inches thick on the sloping sides, to make assurance doubly sure that no projectile of the enemy finds its way into the vitals of the ship. As an additional protection to stability, a cofferdam belt, three feet in thickness and packed to a density of eight pounds to the cubic foot, will be worked along the two sides above the protective deck for the entire length of the vessel.

Material of Construction.

The material of construction will, of course, be of the high quality of steel which has entered into all the vessels of our navy. The main or upper deck, in addition to being built of steel, will be the only one upon which wood is to be laid. The lower decks will be of steel, covered with linoleum or some like material. The use of wood in the construction of the vessels will be limited even more strictly than it has been in the later battleships, and all wood, except that for the sheathing of the bottom, will be electric fireproofed. Bilge keels and heavy docking keels will be fitted.

It is proposed to make all of these vessels flagships, and to do this it is necessary to make provision for the accommodation of one flag officer, one commanding officer, one chief of staff, twenty wardroom officers, twelve junior officers, ten warrant officers and 658 crew and marines, making a grand total of 703. Both officers and crew will have wash rooms, bathrooms and other similar conveniences such as will place the comfort and healthfulness of these vessels very high in the scale.

The applications of electricity on board are very much wider than in the case of any other battleships in existence, with the possible exception of the Kearsarge and Kentucky. All of the turrets have electrical turning gear, and the ammunition hoists, blowers to the turrets and general ventilation, the general workshop, and practically all of the auxiliaries, outside of the engineers' department and excepting capstan and steering gear, are to be electrically driven.

To provide for the power required for these purposes there will be installed in the three ships nine superimposed turrets, eight engines and dynamos, mounted on combination bed plates, two having a rated output of 1,250 amperes at eighty volts, and six with 625 amperes at eighty volts. The two ships with the 8-inch guns in quadrilateral arrangement will be provided with ten engines and dynamos, mounted on combination bed plates; two with a rated output of 1,250 amperes at eighty volts, and eight with 625 amperes at eighty volts.

All indications seem to point to very spirited bidding upon these vessels, and from the number of inquiries being received and the general interest taken in the new designs, Chief Constructor Hichborn believes it highly probable that the competition for the construction of these ships will be even keener than that experienced in the case of any of the earlier battleships.

Manila Casualty List.

WASHINGTON, Nov. 17.—The following casualty list was received from Manila today:

Killed—October 23, Catabalogan, Samar, Company D, Twenty-ninth infantry, Corporal Case; October 30, Bugason, Panay, First Lieut. H. Koontz, Forty-fourth infantry; November 12, Lapas, Luzon, Company K, Twelfth infantry, John Lambert.

Wounded—Charles Mecolister, severely; November 24, Point Bano, Luzon, Company G, Twenty-eighth infantry, Patrick W. Crann, serious; Cook John Bought, thigh, serious; Corporal Kunkel, head, slight.

Lieut. Koontz served during the Spanish-American war as first lieutenant in the Second Kansas, and was appointed first lieutenant in the Forty-fourth U. S. V. I. August 22, 1899.

To Promote Agriculture.

WASHINGTON, Nov. 17.—An important change, having for its object the unification of certain branches of the work, has just been made in the United States department of agriculture. Four divisions have become affiliated, namely, vegetable physiology and pathology, agrostotology, pomology and gardens and grounds. By a closer union of these several branches it it believed that much good can be accomplished in co-operative work. B. T. Galloway, who has been chief of the division of vegetable physiology and pathology for more than twelve years, becomes superintendent of gardens and grounds and director of the office of plant industry.

Parsons Wing Knights of Labor.

WASHINGTON, Nov. 17.—John H. Parsons presided today over a meeting here of the Parsons wing of the Knights of Labor, adjourned over from the recent convention at Birmingham. About thirty delegates attended. The meeting was devoted to a review of the controversy between the Parsons and Hayes faction. Mr. Parsons explained in detail the litigation pending to compel former Secretary-Treasurer Hayes to turn over the books and other property of the order kept by him. The next step in the legal proceedings will be a hearing before Justice Barnard, of this city, the latter part of the present month.

Ministers to Resign.

WASHINGTON, Nov. 17.—The resignation of Addison C. Harris, minister to Austria-Hungary, has not yet been received at the state department, but it has been known for some months past that it would be forthcoming. Mr. Harris having expressed his desire to return to his law practice.

A report is now current that John G. Leishmann, United States minister to Switzerland, also is about to resign his position, having exhausted its possibilities as a field for his activities. Mr. Leishmann is from Pennsylvania.

Transport Logan's Sick.

WASHINGTON, Nov. 17.—Gen. Shafter, at San Francisco, informed the war department today that the transport Logan, which arrived there yesterday, brought 272 sick soldiers. The following soldiers died during the voyage: Privates—Charles B. Jacobs, Company F, Thirty-ninth; Thomas Lane, Company H, Thirty-seventh; Charles A. Welch, Company B, Thirty-ninth. Total remains carried, 13.

To Be Extradited.

WASHINGTON, Nov. 17.—The state department today delivered to William Dupuy, as agent of the government of Cuba, papers to secure the delivery into his custody of Loys Darrell, now held under arrest at Becra, Portuguese East Africa, for the murder of a soldier in Cuba. The case establishes a precedent as to extradition between Cuba and foreign countries.

Death of Lieut. Wood.

WASHINGTON, Nov. 17.—Gen. MacArthur has notified the war department that Second Lieut. Palmer G. Wood, jr., Twelfth infantry, died of malarial fever at San Juan de Guimla, Luzon, yesterday. Lieut. Wood was the son of Maj. Palmer Wood, Forty-first volunteer infantry, captain of the Twelfth infantry.

He Will Not Resign.

WASHINGTON, Nov. 17.—Postmaster General Smith tonight gave an unqualified denial to a published report that he intended to resign next month.

Heine Pianos

Manufactured and sold by the manufacturer; also Chickering Bros., Hallett & Davis, Mason & Hamlin, Krell, Behr Bros., Royal and other celebrated makers, all at Eastern prices and on easy payments. Compare our goods and prices with others of unknown makers.

Heine Piano Warerooms,

Second avenue and Madison street.

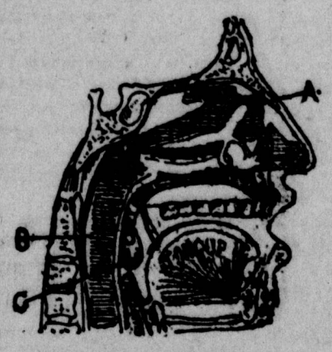
Special terms to teachers, schools and churches.

DISEASE DESCRIBED BY SYMPTOMS.

The Diagnosis Made Easy by the Famous Symptom Questions; the Cure Made Certain by the Wonderful Medication Which Reaches Every Part Subject to Catarrh—How the Treatment Acts on the Nose, Throat, Vocal Cords, Bronchial Tubes, and, by Removing the Obstruction in the Ear Tubes, Cures Deafness.

Disease of Head and Throat.

The head and throat become diseased from neglected colds, causing Catarrh when the condition of the blood predisposes to this condition.



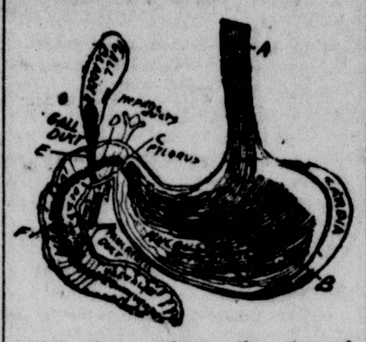
Figures showing those parts most frequently attacked by Catarrh. The picture represents a part of the head sawed open, the letter A indicating the folds of mucus membrane in the nose. The letter B indicates the seat of Catarrh in the Throat.

"Is the voice husky?"
"Do you spit up slime?"
"Do you ache all over?"
"Do you blow out scabs?"
"Is the nose stopped up?"
"Do you snore at night?"
"Does your nose discharge?"
"Does your nose bleed easily?"
"Is there tickling in the throat?"
"Do crusts form in the nose?"
"Is the nose sore and tender?"
"Do you sneeze a great deal?"
"Is this worse toward night?"
"Does the nose itch and burn?"
"Is there pain in front of head?"
"Is there pain across the eyes?"
"Is there pain in back of head?"
"Is your sense of smell leaving?"
"Do you hawk to clear the throat?"
"Is there dropping in the throat?"
"Is the throat dry in the morning?"
"Do you sleep with your mouth open?"
"Are you losing your sense of taste?"
"Does your nose stop up toward night?"

Disease of the Stomach.

This condition may result from several causes, but the usual cause is Catarrh, the mucus dropping down into the throat and being swallowed.

"Is there nausea?"
"Are you costive?"
"Is there vomiting?"
"Do you belch up gas?"
"Have you water brash?"
"Are you light-headed?"
"Is your tongue coated?"
"Do you hawk and spit?"
"Is there pain after eating?"
"Are you nervous and weak?"
"Do you have sick headaches?"
"Do you bloat up after eating?"
"Is there disgust for breakfast?"
"Have you distress after eating?"
"Is your throat filled with slime?"
"Do you at times have diarrhoea?"
"Is there rush of blood to the head?"
"When you get up suddenly are you dizzy?"
"Is there gnawing sensation in stomach?"
"Do you feel as if you had lead in stomach?"
"When your stomach is empty do you feel faint?"
"Do you belch up material that burns your throat?"
"When the stomach is full do you feel oppressed?"



This figure shows the stomach opened up, showing the folds of the membrane lining of this organ, which are the seat of Catarrhal disease.

DISEASE OF THE NERVES.

The majority of nervous diseases are caused by poisons in the blood. Poison circulating in the blood harasses the brain and nerves, and such symptoms as these follow:

"Do you feel giddy?"
"Is your mind dull?"
"Are you easily dazed?"
"Do you have headache?"
"Are you easily excited?"
"Do your hands tremble?"
"Does your heart flutter?"
"Are you easily irritated?"
"Are you always anxious?"
"Do your muscles twitch?"
"Is your temper irritable?"
"Suffer from sleeplessness?"
"Does not sleep refresh you?"
"Do you start in your sleep?"
"Do you forget what you read?"
"Do you suffer from neuralgia?"
"Do you have horrible dreams?"
"Have you lost power in limbs?"
"Are you easily frightened?"
"Do you have pain on top of head?"
"Do your legs and arms go to sleep?"
"Is there a rush of blood to the head?"
"Do you have a languid, tired feeling?"
"Does a lump come up in your throat?"
"Do you see queer things in the dark?"
"Do you have pain in the back of head?"

The Treatment That Cures.

Doctor Copeland's new treatment that has lifted the darkness and blight of the word "incurable" from hundreds of thousands of cases of Catarrh of the Head, Throat, Ear Tubes, Bronchial Tubes and Lungs, works as curative action for two reasons.

(1) It reaches every diseased spot, from the orifice of the nose to the deepest part of the lungs and the innermost recesses of the middle ear.

(2) Instead of irritating, inflaming and feeding the fires of the disease, it soothes, quiets, heals and cures.

What is the treatment that cures these conditions once regarded as incurable? By what process does it restore the diseased membrane, remove the poison and relieve the soreness of disease? Let the experience of persons cured and being cured tell.

The Proper Course For Sufferers.

The proper course for sufferers is this: Read these symptoms carefully over, mark those that apply to your case, and bring this with you to the Copeland office. If you live away from the city, send by mail and ask for information of new home treatment.

OUR SPECIALTIES.

Chronic Catarrh in all its forms, Asthma, Bronchitis, Incipient Consumption, Rheumatism, Diseases of the Stomach, the Kidneys, the Skin, the Nervous System and Blood treated at the Copeland Institute at

$5 A MONTH

Medicines included, until cured. Don't pay more.

Can I Be Cured at Home?

In response to daily inquiries, "What is your home Treatment?" and, "Can I be treated with perfect success at a distance?" Doctor Copeland announces to all these inquirers: First, home treatment is specially perfected to meet the requirements of those who live at a distance or for any reason whatever cannot attend his Seattle offices to receive the benefit of his personal care and attention. Second, Doctor Copeland has already perfected his original system of patients' symptom blanks to obviate the necessity of making a long or impossible journey to visit the Copeland offices. The success of the Home Treatment is daily testified to by numbers of cured patients from nearly every locality in the country. These have been published in the most widely circulated newspapers. Doctor Copeland's symptom blanks and book sent free on application to any address and to any part of the country.

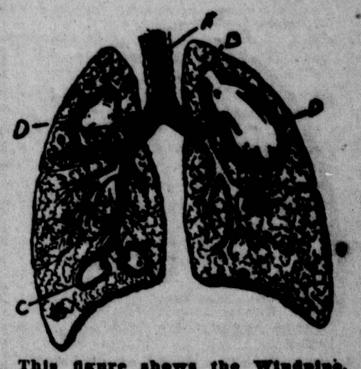
DISEASE OF KIDNEYS AND BLADDER.

This condition results either from colds or from overwork of the kidneys in separating from the blood the poisons that have been absorbed from catarrh.

"Is the skin pale and dry?"
"Is the hair getting gray?"
"Has the skin a waxy look?"
"Is the hair dry and brittle?"
"Is the skin dry and harsh?"
"Do the legs feel too heavy?"
"Is there nausea after eating?"
"Do the joints pain and ache?"
"Is the urine dark and cloudy?"
"Does a deposit form when left standing?"
"Are the eyes dull and staring?"
"Do your hands and feet swell?"
"Are they cold and clammy?"
"Have you pains in the top of head?"
"Has the perspiration a bad odor?"
"Is there puffiness under the eyes?"
"Is there a bad taste in the mouth?"
"Is there a desire to get up at night?"
"Are there dark rings around the eyes?"
"Do you see spots floating before the eyes?"
"Have you chilly feelings down the back?"
"Do you see unpleasant things while asleep?"

Disease of Bronchial Tubes.

This condition often results from catarrh extending from the head and throat, and, if left unchecked, extends down the windpipe into the bronchial tubes and in time attacks the lungs.



This figure shows the Windpipe, Bronchial Tubes and Lungs laid open. Letter A points out the interior of the windpipe, letter B indicates the Bronchial Tubes, while the letters C and D show how catarrh extends into the lungs, making sore places which in time become cavities.

"Have you a cough?"
"Are you losing flesh?"
"Do you cough at night?"
"Do you take cold easily?"
"Have you a pain in the side?"
"Is your appetite variable?"
"Have you stitches in the side?"
"Do you cough until you gag?"
"Are you low-spirited at times?"
"Do you spit up yellow matter?"
"Do you raise frothy material?"
"Do you cough on going to bed?"
"Do you cough in the mornings?"
"Is your cough short and hacking?"
"Have you pain behind the breastbone?"
"Do you spit up little cheesy lumps?"
"Is there a tickling behind the palate?"
"Have you a disgust for fatty foods?"
"Do you feel you are growing weaker?"
"Is there a burning pain in the throat?"
"Do you cough worse night and morning?"
"Do you have to sit up at night to get breath?"

Relating to Deafness.

Deafness results from catarrh closing the Eustachian tubes that lead from the throat to the ear.

"Is your hearing failing?"
"Do your ears discharge?"
"Is the wax dry in the ears?"
"Do the ears itch and burn?"
"Are the ears dry and scaly?"
"Is there a throbbing in the ears?"
"Is there a buzzing sound heard?"
"Do you have a ringing in the ears?"
"Are you gradually getting deaf?"
"Have you a pain behind the ears?"
"Is your hearing bad cloudy days?"
"Are there cracking sounds heard?"
"Do you have earache occasionally?"
"Are there sounds like steam escaping?"
"Do you constantly hear noises in the ears?"
"Do your ears hurt when you blow your nose?"
"Do you hear better some days than others?"
"Do the noises in the ears keep you awake?"
"When you blow your nose do your ears crack?"
"Is your hearing worse when you have a cold?"
"Is there a roaring like a waterfall in the head?"

This figure shows a section of the ear made by sawing through the bones of the head; it shows the outer ear, the canal leading from the outer ear to the ear drum, the ear drum, the bones of the ear, the internal parts of the ear, together with the tube leading from the throat up behind the ear drum.

Disease of the Liver.

This condition results from the liver being affected by Catarrh extending from the stomach into the tubes of the liver.

"Are you irritable?"
"Are you nervous?"
"Do you get dizzy?"
"Have you no energy?"
"Do you have cold feet?"
"Do you feel miserable?"
"Is your memory poor?"
"Do you get tired easily?"
"Do you have hot flashes?"
"Is your eyesight blurred?"
"Have you pain in the back?"
"Can't you explain where?"
"Is your flesh soft and flabby?"
"Are your spirits low at times?"
"Is there a bloating after eating?"
"Have you a pain around the loins?"
"Do you have a gurgling in bowels?"
"Do you have rumbling in bowels?"
"Is there throbbing in the stomach?"
"Do you have sense of heat in bowels?"
"Do you suffer from pains in temples?"
"Do you have palpitation of the heart?"
"Do these feelings affect your memory?"
"Is there a general feeling of lassitude?"

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